STATE	PROJECT NUMBER	SHEET NO.
MONTANA		

NOTES

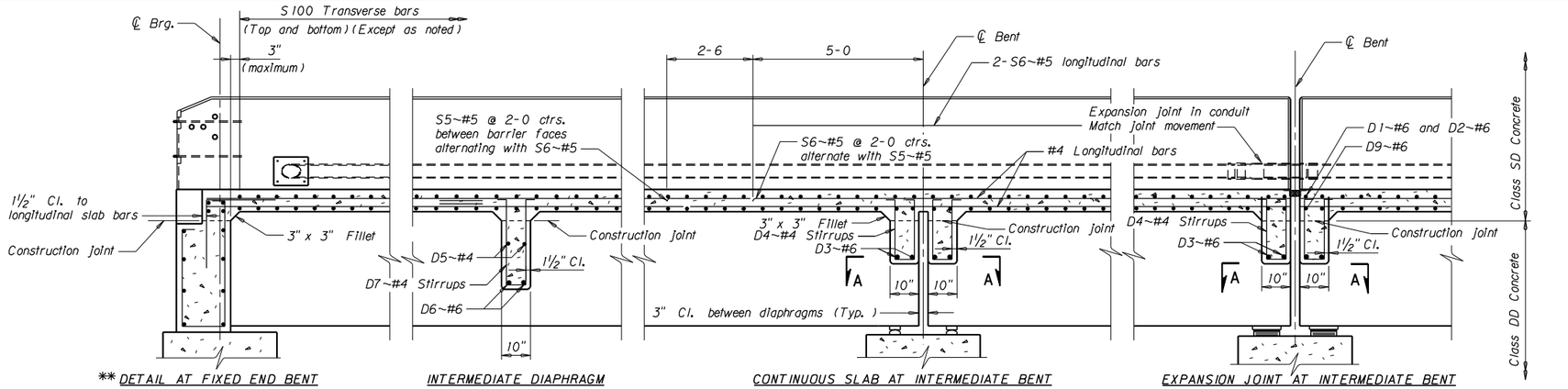
Use details shown on this sheet only as they apply to the project. See the General Layout or Erection plan for beam spacing, slab thickness, size and spacing of S100 bars, number and spacing of S200 and S300~#4 bars, deck joint arrangement, barrier length, bill of reinforcing steel and roadway width.

When adjoining spans have a different number of longitudinal slab bars, make the longitudinal bars of the shorter span continuous over the bent and extend them 3-0 into the longer span.

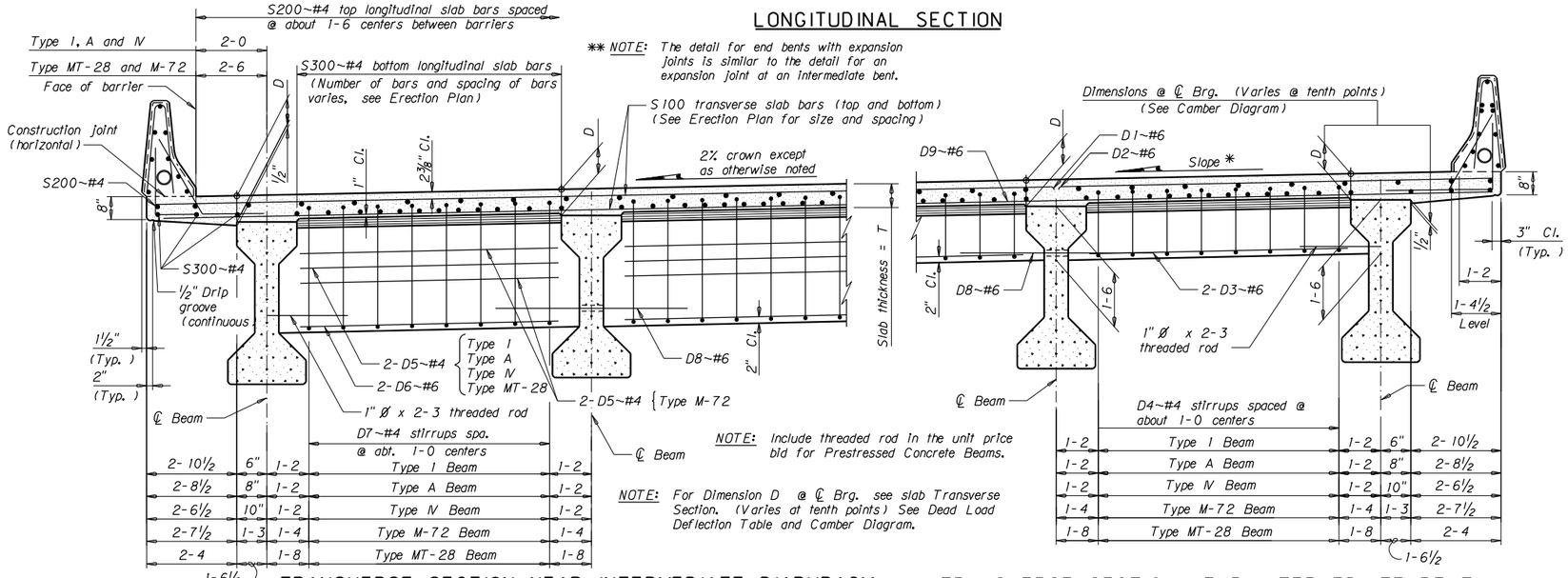
If the bridge is skewed, place the transverse slab reinforcing steel as shown on the Erection Plan.

Do not place concrete barrier for at least 72 hours after concrete in slab has taken initial set.

See Standard Bridge Rail Type Barrier drawing for barrier details.



LONGITUDINAL SECTION



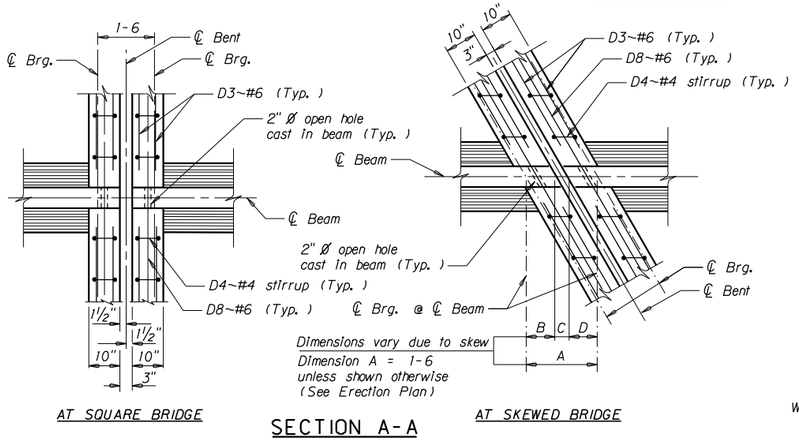
TRANSVERSE SECTION NEAR INTERMEDIATE DIAPHRAGM AT LOW SIDE

2-10½	6"	Type 1 Beam
2-8½	8"	Type A Beam
2-6½	10"	Type IV Beam
2-7½	1-3	Type M-72 Beam
2-4	1-8	Type MT-28 Beam

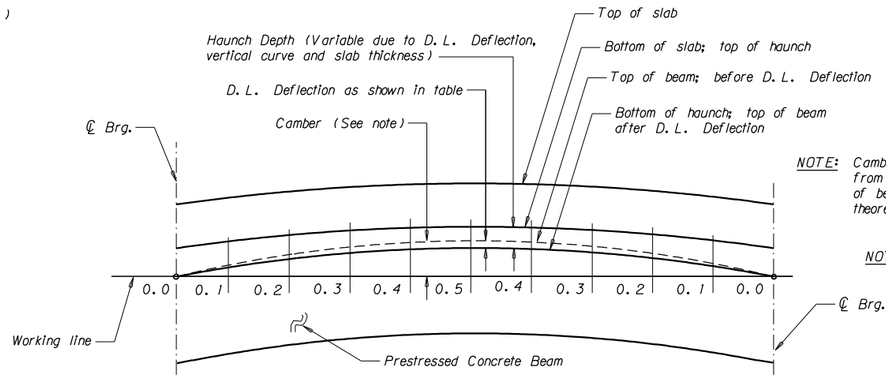
1-6½

TRANSVERSE SECTION NEAR INTERMEDIATE BENT AT HIGH SIDE

*NOTE: Detail shown is for superelevations other than normal crown.



SECTION A-A



NOTE: Camber is noted as the distance from the working line to the top of beam and may vary from theoretically calculated D.L. deflection.

NOTE: See Erection plan for theoretical D.L. Deflection Table for Prestressed Concrete Beams.

CAMBER DIAGRAM

Montana Department of Transportation
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STANDARD SLAB, BARRIER AND DIAPHRAGM DETAILS

DRAWN	10-3-07	T. J. B.
CHECKED	10-5-07	D. J. R.
APPROVED	3-26-08	D. F. J.
REVISED		
REVISED		
REVISED		

DRAWING NO. SL-5

MDT serving you with pride — MONTANA DEPARTMENT OF TRANSPORTATION

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